

ABSTRACT

Providing a pneumatic tire for two-wheeled vehicle which is capable of enhancing the braking performance and the high-speed turning performance, while assuring the ride comfort.

The carcass has a semi-radial construction, whereby the necessary and minimum rigidity is ensured with the ride comfort being assured. In the crown part of the semi-radial bias carcass 16, a belt layer 26, which is a crossed belt layer, is provided, and inside of the tread end parts, a radial reinforcement band layer 22 in which a plurality of reinforcement cords 24 extending in the radial direction are arranged is provided. By disposing the radial reinforcement band layer 22, the section flexural rigidity (the flexural rigidity in the tire width direction) for the crown part is improved, and further the reinforcement cords 24 in the radial reinforcement band layer 22 restricts the pantograph (the rhombus) made up of the reinforcement cords 11 of the two carcass plies from being extended in the radial direction, which provides a great reinforcement effect. The cornerability at the time of banking depends particularly on the ground contactability for the tread end part, and in the present invention, no radial reinforcement band layer is added to the tread end part with priority being given to the ground contactability and the section flexural rigidity therefor being not increased, thus a high turning performance can be obtained.

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(revised by the Japanese Patent Office)

Providing a pneumatic tire for two-wheeled vehicle which is capable of enhancing the braking performance and the high-speed turning performance, while assuring the ride comfort.

The semi-radial bias carcass is provided, whereby the necessary and minimum rigidity is ensured with the ride comfort being assured. In the crown part of the semi-radial bias carcass 16, a belt layer 26, which is a crossed belt layer, is provided, and inside of the tread end parts, a radial reinforcement band layer 22 in which a plurality of reinforcement cords 24 extending in the radial direction are arranged is provided. By disposing the radial reinforcement band layer 22, the section flexural rigidity (the flexural rigidity in the tire width direction) for the crown part is improved, and further the reinforcement cords 24 in the radial reinforcement band layer 22 restricts the pantograph (the rhombus) made up of the reinforcement cords 11 of the two carcass plies from being extended in the radial direction, which provides a great reinforcement effect. The cornerability at the time of banking depends particularly on the ground contactability for the tread end part, and in the present invention, no radial reinforcement band layer is added to the tread end part with priority being given to the ground contactability and the section flexural rigidity therefor being not increased, thus a high turning performance can be obtained.